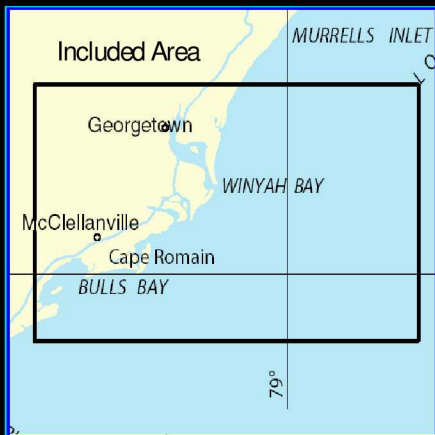


BookletChartTM

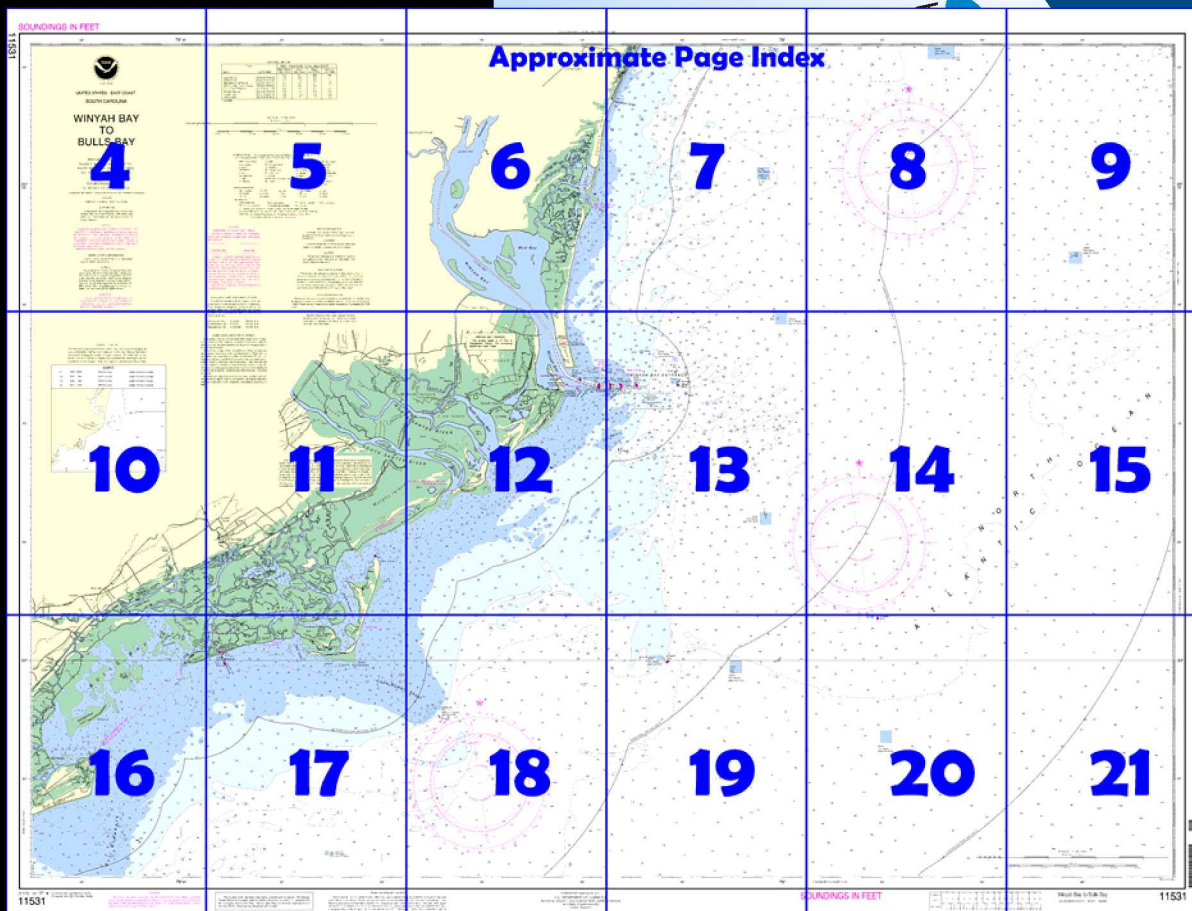
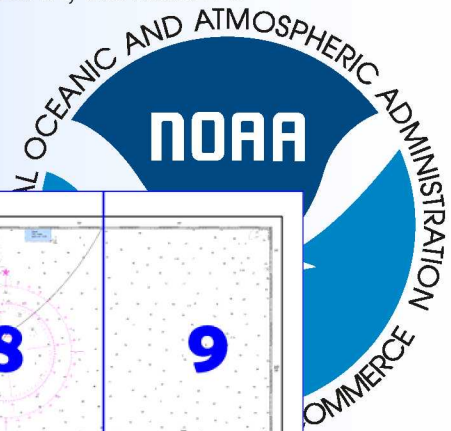
Winyah Bay to Bulls Bay

(NOAA Chart 11531)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

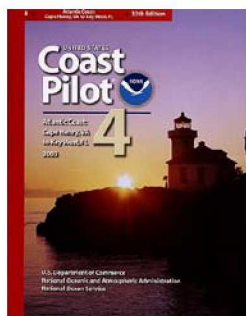
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 4, Chapter 6 excerpts]

(75) **Santee River**, formed by the **Congaree River** and **Wateree River**, flows southeast and enters the ocean between Winyah Bay and Cape Romain. Its two mouths, **North Santee River** and **South Santee River**, are obstructed by shifting bars with little depth. In the tidal reach are several privately owned landings which are used infrequently. The river is closed to navigation at Wilson Landing by the Santee Dam.

(76) Vessels bound for Santee River enter by Winyah Bay and the Intracoastal Waterway. Navigation between the coast and points on Santee River above the dam is possible by way of Cooper River and the Santee-Cooper project. The Route 17 bridges over North and South Santee Rivers have clearances of 29 feet over North Santee River and 15 feet over South Santee River.

(78) **Cape Romain Shoal**, with depths of 4 to 18 feet over it, extends 4 miles southeast from Cape Romain. The outer end of the shoal is marked by a buoy. The twin towers of an abandoned lighthouse stand on the east end of **Lighthouse Island**, northwest of Cape Romain. A 335-foot microwave tower and a 108-foot lookout tower at McClellanville, 6 miles inland, are conspicuous from seaward.

(79) **Cape Romain Harbor**, with depths of 1 to 2 feet, is an unimportant cove indenting the western shore of **Cape Island**. The harbor, used only by small local fishing craft, is approached from northward through a narrow, crooked, unmarked channel leading from sea around the north end of Cape Island. The reported depth was 3 feet. The approach leading from the south between Cape Romain and Lighthouse Island to Cape Romain Harbor was reported closed. **Casino Creek** is one of several creeks and connecting passages that lead from inside of Cape Island to the Intracoastal Waterway; the depth was 1½ feet in Casino Creek. The use of the creeks requires local knowledge; the chart is the best guide.

(80) **Five Fathom Creek**, about 4.2 miles westward of the southwest extremity of Cape Island, is entered west of **Sandy Point** at the western end of **Raccoon Key**. The entrance channel through Bulls Bay had a depth of 3 feet (5 feet at midchannel), thence a depth of 3½ feet to the Intracoastal Waterway. Shoaling to an unknown extent was reported between Bulls Bay Range B Front Light 6 and Five Fathom Creek Light 9A. Narrow and crooked at its upper end, the creek has deeper water throughout from the entrance to within 1 mile of the waterway. The channel through Bulls Bay is marked by lighted and unlighted buoys, lights, and a **001.5°** lighted entrance range, and the creek is marked by a light and daybeacons. The outer bar is subject to change and strangers should not attempt it.

(81) A new and more direct channel was completed through an opening just northeast of Sandy Point, at **Sandy Point Beach**. The channel is connected to Five Fathom Creek through **Clark Creek**. The depth to Five Fathom Creek was 9.6 feet. The channel is marked by buoys.

(82) **Bulls Bay** is entered between Sandy Point on the north and **Northeast Point** on the south. The bay is broad and shallow, and has numerous shoals, many of which are bare at low water. A 56-foot steel skeleton fire lookout tower west of the bay is conspicuous from seaward. The narrow channel into **Bull Creek**, at the southwest side of the bay, had a depth of about 7 feet over the bar, thence 2 feet from **Northeast Point** to **Bull Narrows**. It was reported that shoaling to bare extends 1.1 miles eastward from Northeast Point. The creek is used occasionally as an anchorage. Local knowledge is advised. **Bull Breakers** extend 4 miles southward from **Bull Island**, on the southwest side of the entrance to Bulls Bay, and are marked at their outer end by a buoy. The 131-foot steel skeleton lookout tower of the former Bull Island Lifeboat Station is prominent.

Table of Selected Chart Notes

Corrected through NM Apr. 01/06
Corrected through LNM Mar. 28/06

HEIGHTS

Heights in feet above Mean High Water.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Charleston, SC	KHB-29	162.55 MHz
Myrtle Beach, SC	KEC-95	162.40 MHz
Georgetown, SC	WNG-628	162.50 MHz

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Pipeline Area



Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers and U.S. Coast Guard.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 4 for important supplemental information.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Charleston, South Carolina.

Refer to charted regulation section numbers.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 do not require conversion to NAD 83 for plotting on this chart.

Additional information can be obtained at nauticalcharts.noaa.gov.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
(2) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.

Demarcation lines are shown thus: ---

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

TIDAL INFORMATION

Place		Height referred to datum of soundings (MLLW)			
Name	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
Cape Romain	(33°01'N/79°21'W)	5.2	4.9	0.2	---
Cedar Island	(33°08'N/79°15'W)	4.7	4.4	0.2	-3.0
Georgetown Lighthouse	(33°13'N/79°21'W)	4.4	4.1	0.2	-2.5
McClellanville, Jeremy Creek	(33°05'N/79°28'W)	5.4	5.0	0.2	---
Minim Creek Entrance	(33°12'N/79°17'W)	4.5	4.2	0.2	-3.5
Moore's Landing	(32°56'N/79°39'W)	5.6	5.2	0.2	-3.5
Capers Inlet	(32°51'N/79°42'W)	5.4	5.0	0.2	-3.0
Dewees Inlet	(32°50'N/79°44'W)	5.5	5.2	0.2	-3.0

(Feb 2006)

SOUNDINGS IN FEET

11531

35'

79° 30'

25'



UNITED STATES - EAST COAST
SOUTH CAROLINA

WINYAH BAY TO BULLS BAY

Mercator Projection
Scale 1:80,000 at Lat. 33°10'
North American Datum of 1983
(World Geodetic System of 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers and U.S. Coast Guard.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District, in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Charleston, South Carolina.
Refer to charted regulation section numbers.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 4 for important supplemental information.

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilot's appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

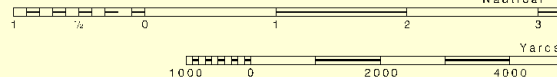
TIDAL INFORMATION

Name	Place (LAT/LONG)	Height (Mean High)
Cape Romain	(33°01'N/79°21'W)	5.
Cedar Island	(33°08'N/79°15'W)	4.
Georgetown Lighthouse	(33°13'N/79°21'W)	4.
McClellanville, Jeremy Creek	(33°05'N/79°28'W)	5.
Minim Creek Entrance	(33°12'N/79°17'W)	4.
Moore's Landing	(32°56'N/79°39'W)	5.
Capers Inlet	(32°51'N/79°42'W)	5.
Dewees Inlet	(32°50'N/79°44'W)	5.

(Feb 2006)

SCALE 1:1

Nautical Miles



ABBREVIATIONS (For complete list of Symbols and Aids to Navigation (lights are white unless otherwise indicated))

AERO acronautical	G groin
Al alternating	IQ interrupted quick
B black	Is isophase
Bn beacon	LT HO lighthouse
C can	M nautical mile
DIA diaphone	m minutes
F fixed	MICRO TR microwave
Fl flashing	Mkr marker

Bottom characteristics:

Bds boulders	Co coral	Cy gr
bk broken	G gravel	h har
Cy clay	Grs grass	M ml

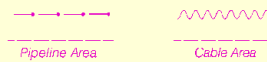
Miscellaneous:

AUTH authorized	Obstn obstruction
ED existence doubtful	PA position approx
21 Wreck, rock, obstruction, or shoal swept clear	
(2) Rocks that cover and uncover, with heights	
COLREGS: International Regulations for Preventing Collisions at Sea	
Demarcation lines are shown thus:	

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Charleston, SC	KHB-29	162.55 MHz
Myrtle Beach, SC	KEC-95	162.40 MHz
Georgetown, SC	WNG-628	162.50 MHz

Joins page 10

HURRICANES AND TROPICAL STORMS

Printed at reduced scale.

SCALE 1:80,000

See Note on page 5.



4

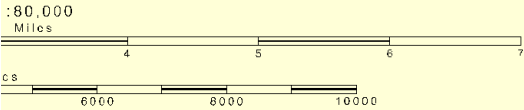


5' 20' 15'

NOTATION

Height referred to datum of soundings (MLLW)

in Higher Water	Mean High Water	Mean Low Water	Extreme Low Water
feet	feet	feet	feet
5.2	4.9	0.2	----
4.7	4.4	0.2	-3.0
4.4	4.1	0.2	-2.5
5.4	5.0	0.2	----
4.5	4.2	0.2	-3.5
5.6	5.2	0.2	-3.5
5.4	5.0	0.2	-3.0
5.5	5.2	0.2	-3.0



- and Abbreviations, see Chart No. 1.)
- Indicated:
- Nun
 - Obscured
 - Occulting
 - Orange
 - Quick
 - Rod
 - Radar reflector
 - Radiobeacon
 - Y Morse code
 - Rotating
 - Seconds
 - SEC sector
 - St. M. statute miles
 - VO very quick
 - W white
 - WHIS whistling
 - Y yellow
 - Oys oysters
 - Rk rock
 - S sand
 - so soft
 - Sh shells
 - sy sticky
 - PD position doubtful
 - Subm submerged
 - Rop reported
- Clear to the depth indicated.
- Notes in feet above datum of soundings.
- Noting Collisions at Sea, 1972.
- Notes: ---

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

HORIZONTAL DATUM

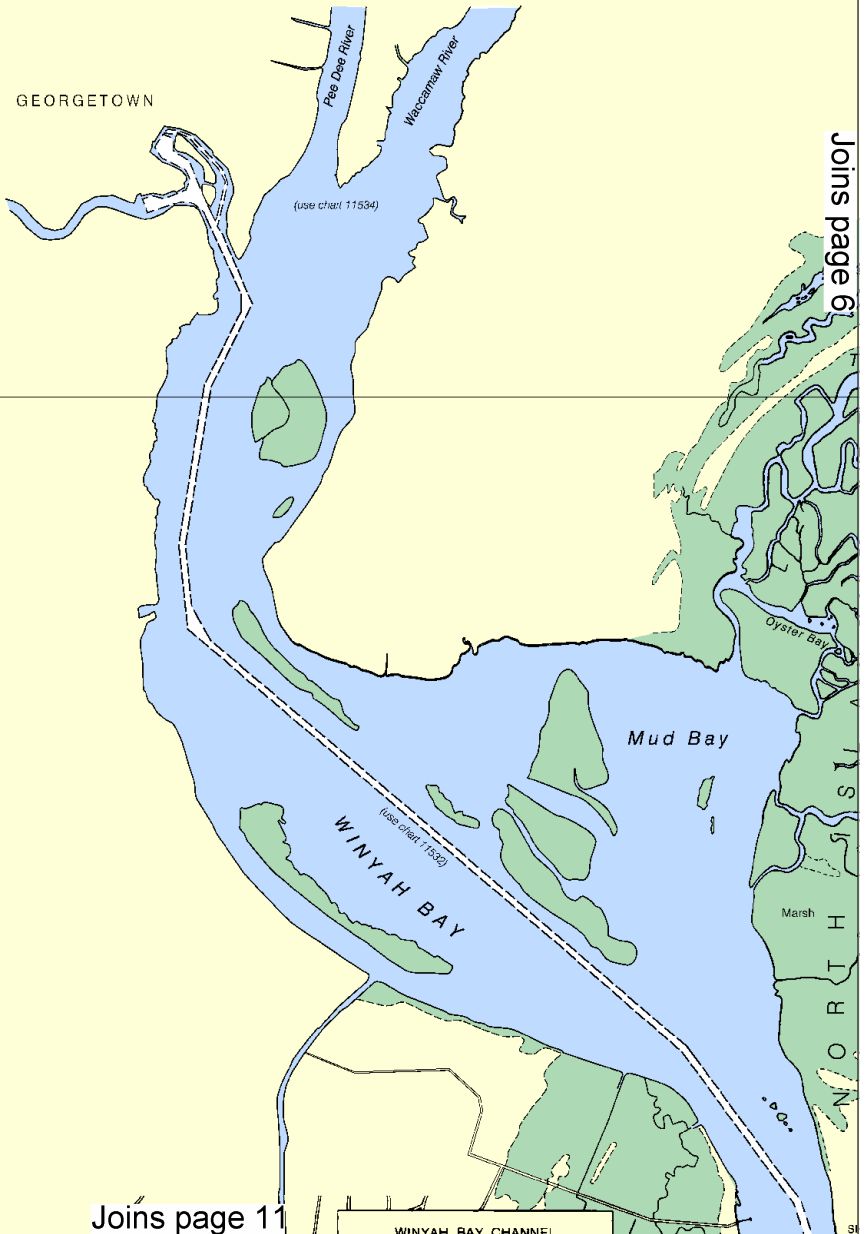
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 do not require conversion to NAD 83 for plotting on this chart.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

RADAR REFLECTORS

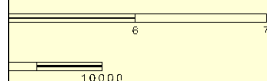
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.



1001

This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:106667. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

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Joins page 5

AVIGATION
Guard Light List for
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AD 83), which for charting
valent to the World Geodetic
geographic positions referred
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lotting on this chart.

N REPORTS
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mmunication is impossible (33 CFR

FLECTORS
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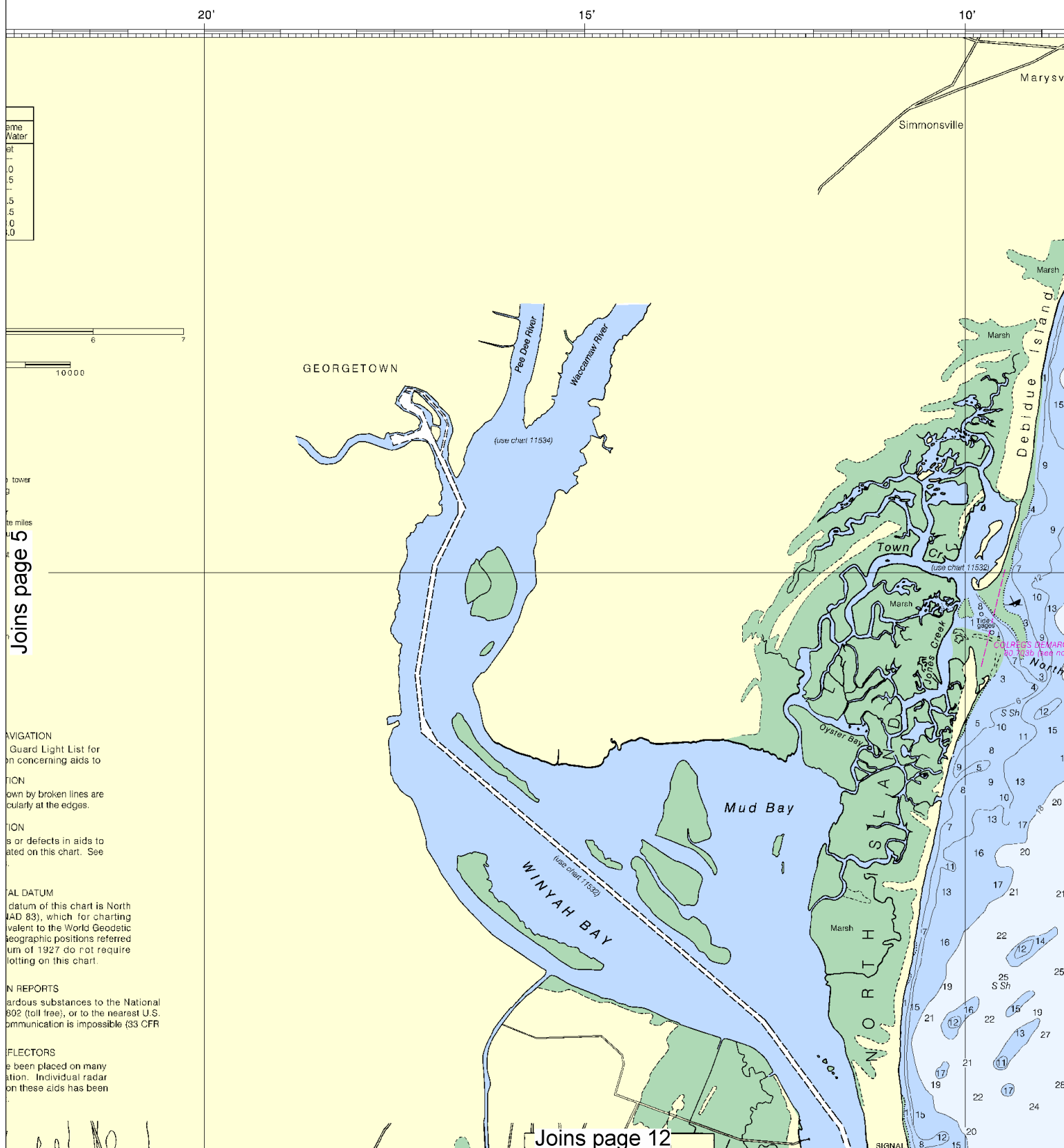
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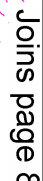
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SCALE 1:80,000

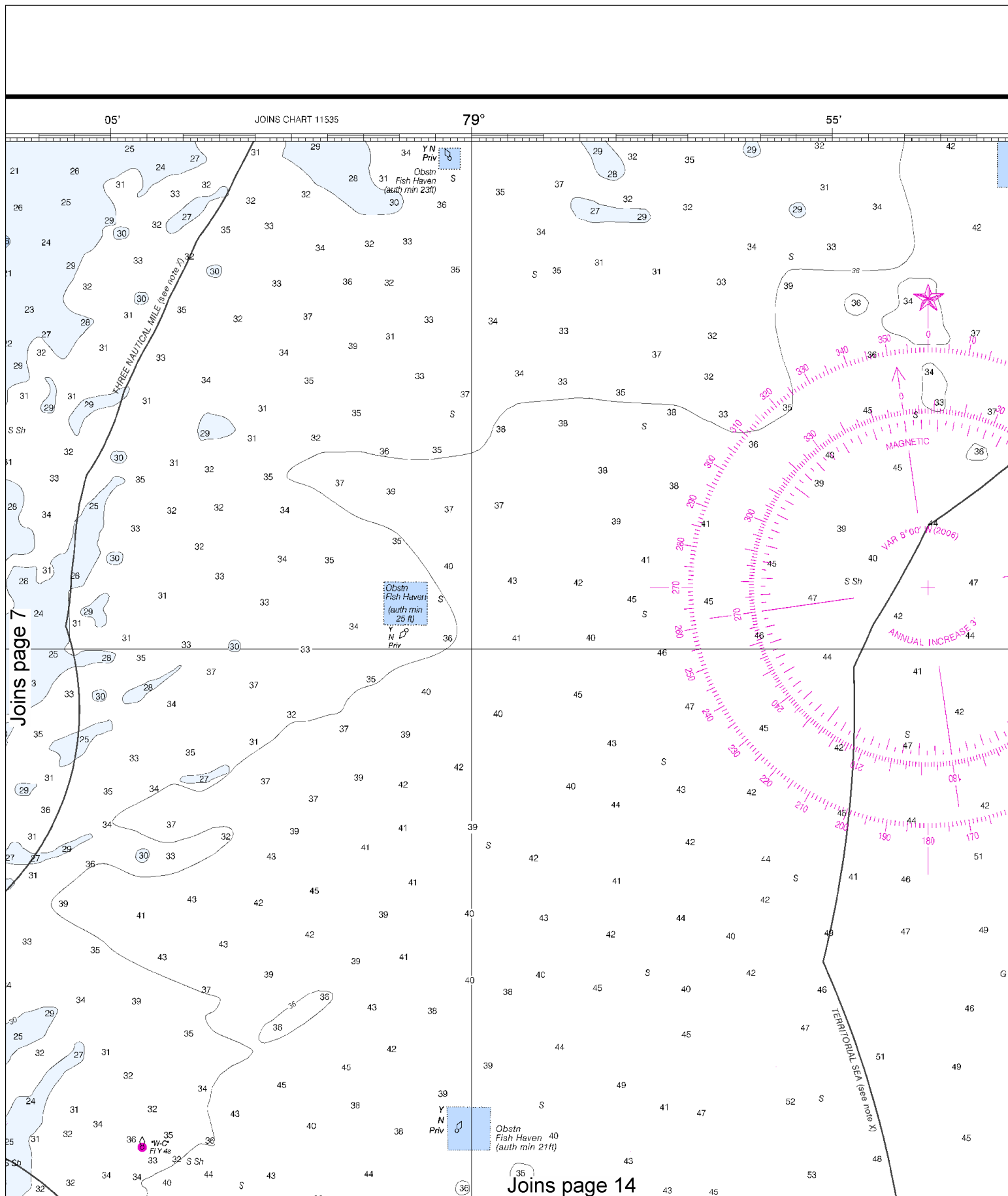
See Note on page 5.

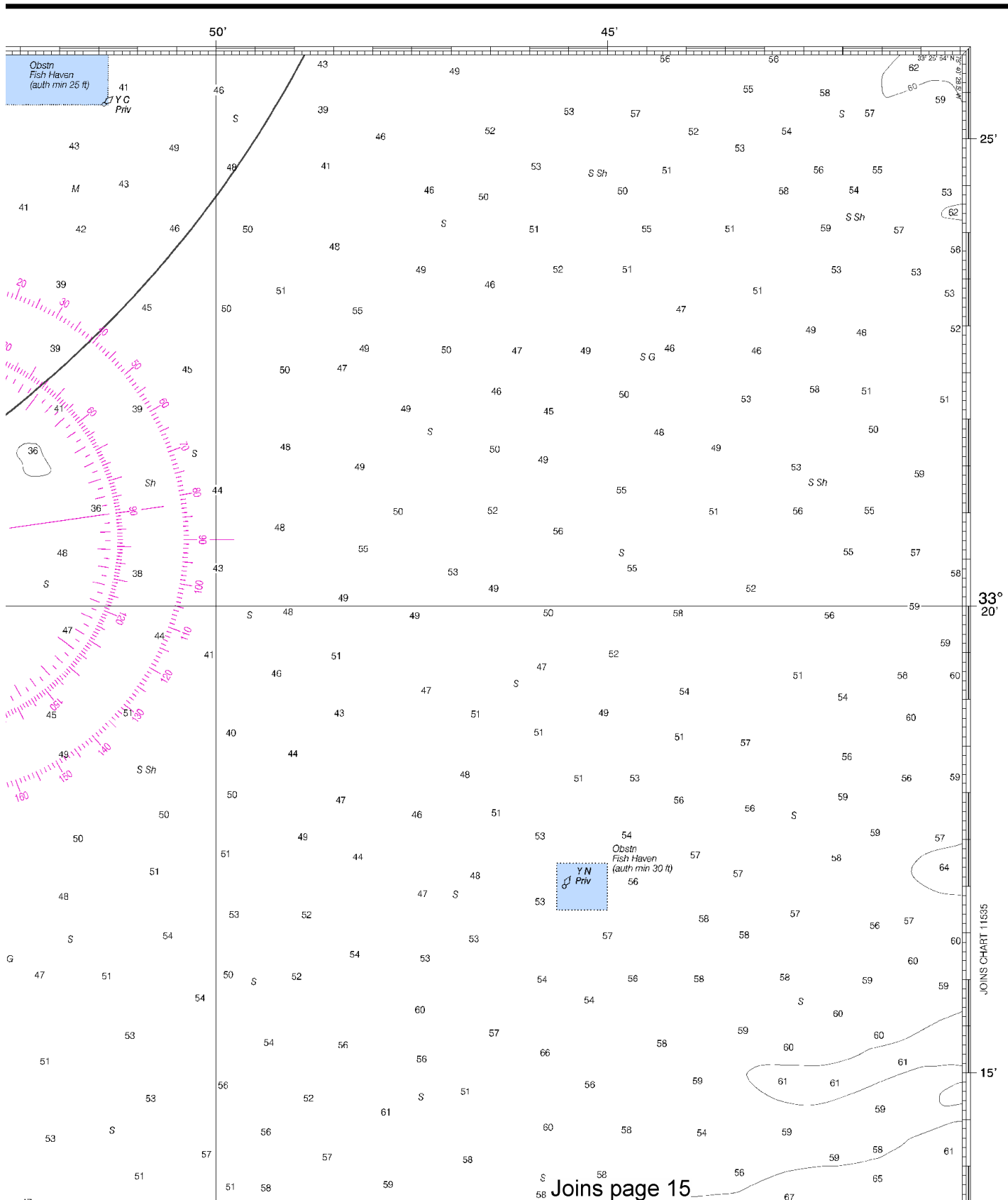


Joins page 12

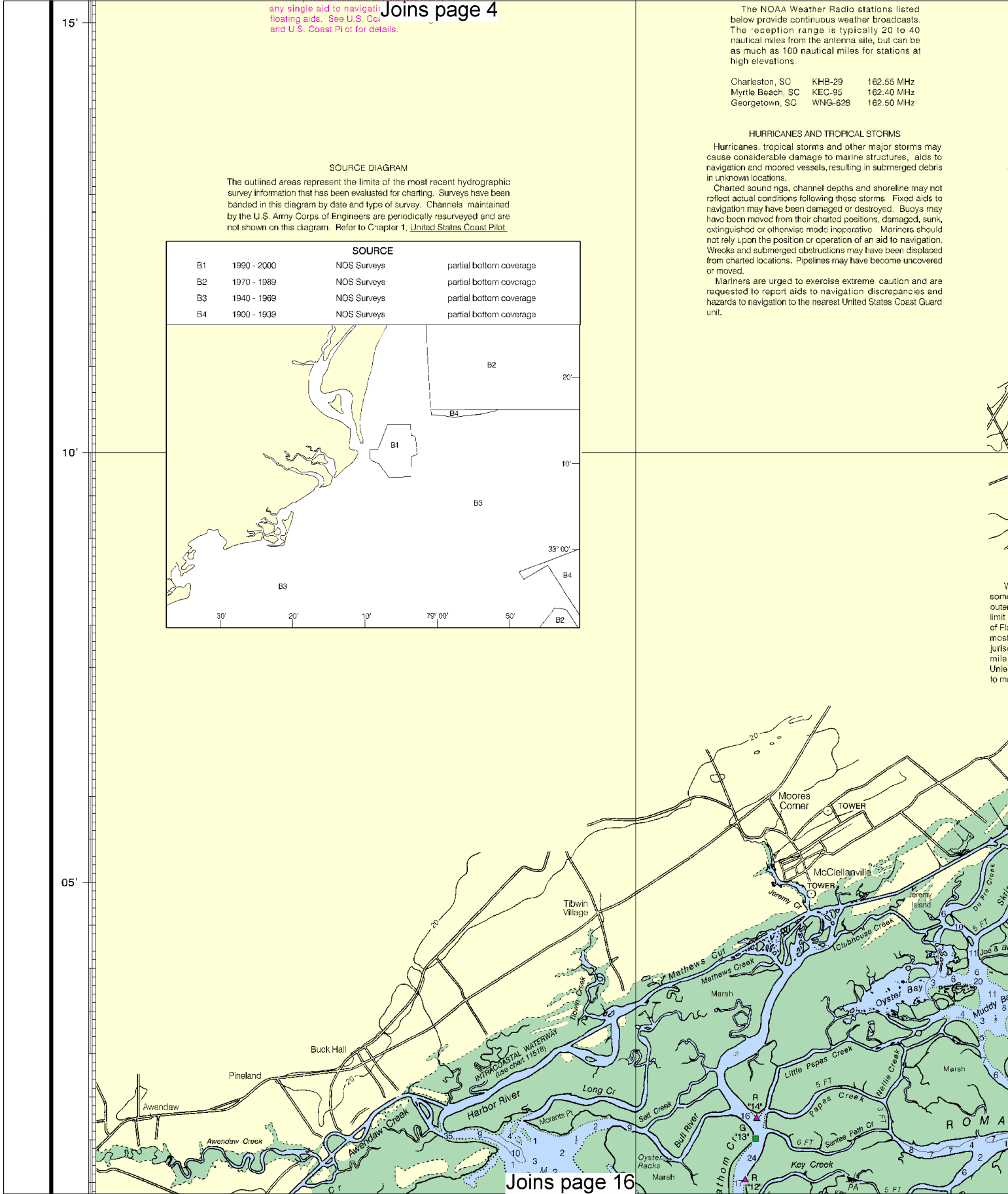


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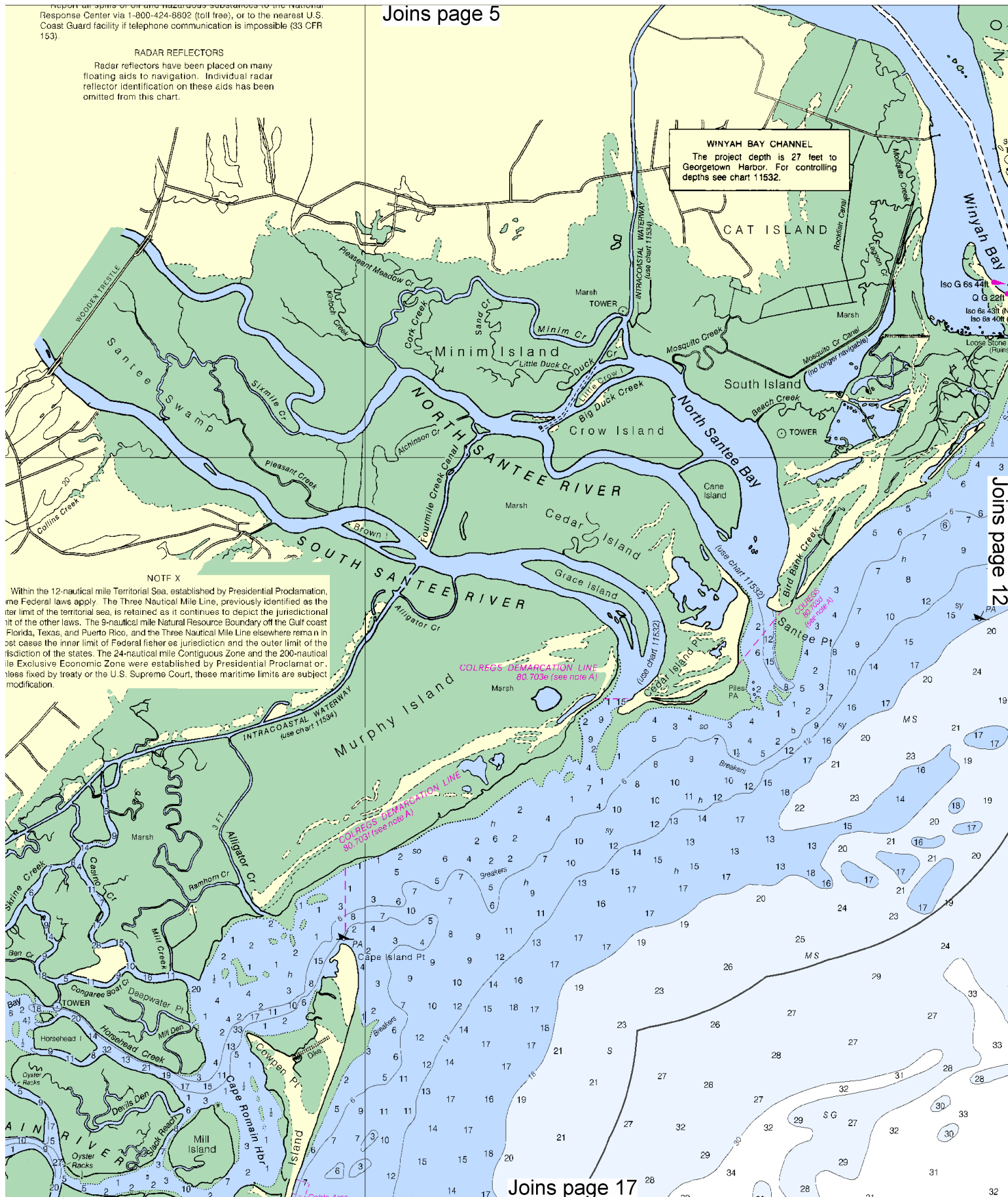
JOINS CHART 11635



RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

WINYAH BAY CHANNEL
The project depth is 27 feet to Georgetown Harbor. For controlling depths see chart 11532.



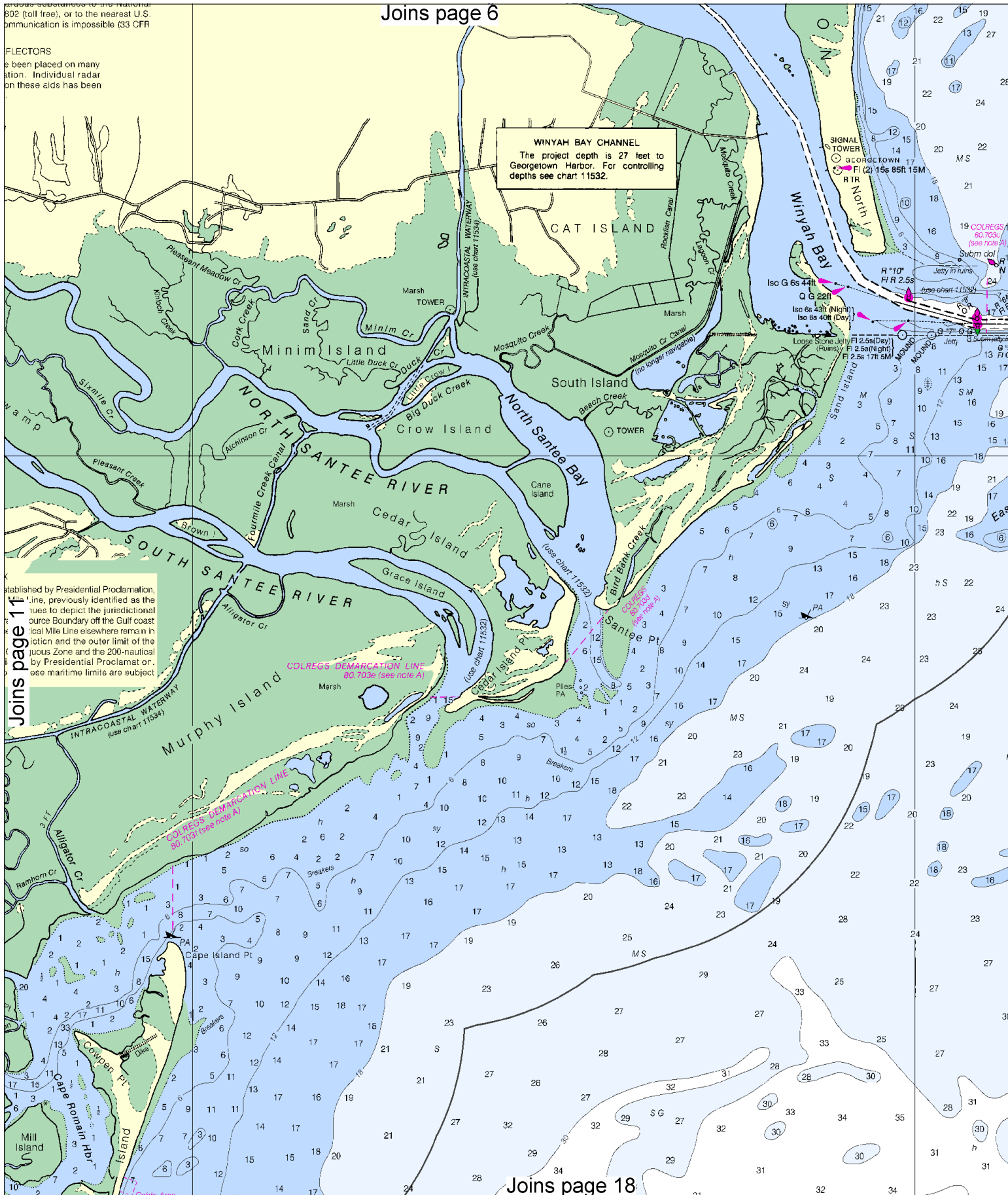
Joins page 12

Joins page 17

are subject to the National
802 (toll free), or to the nearest U.S.
communication is impossible (33 CFR

FLECTORS
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on these aids has been

Joins page 6



12



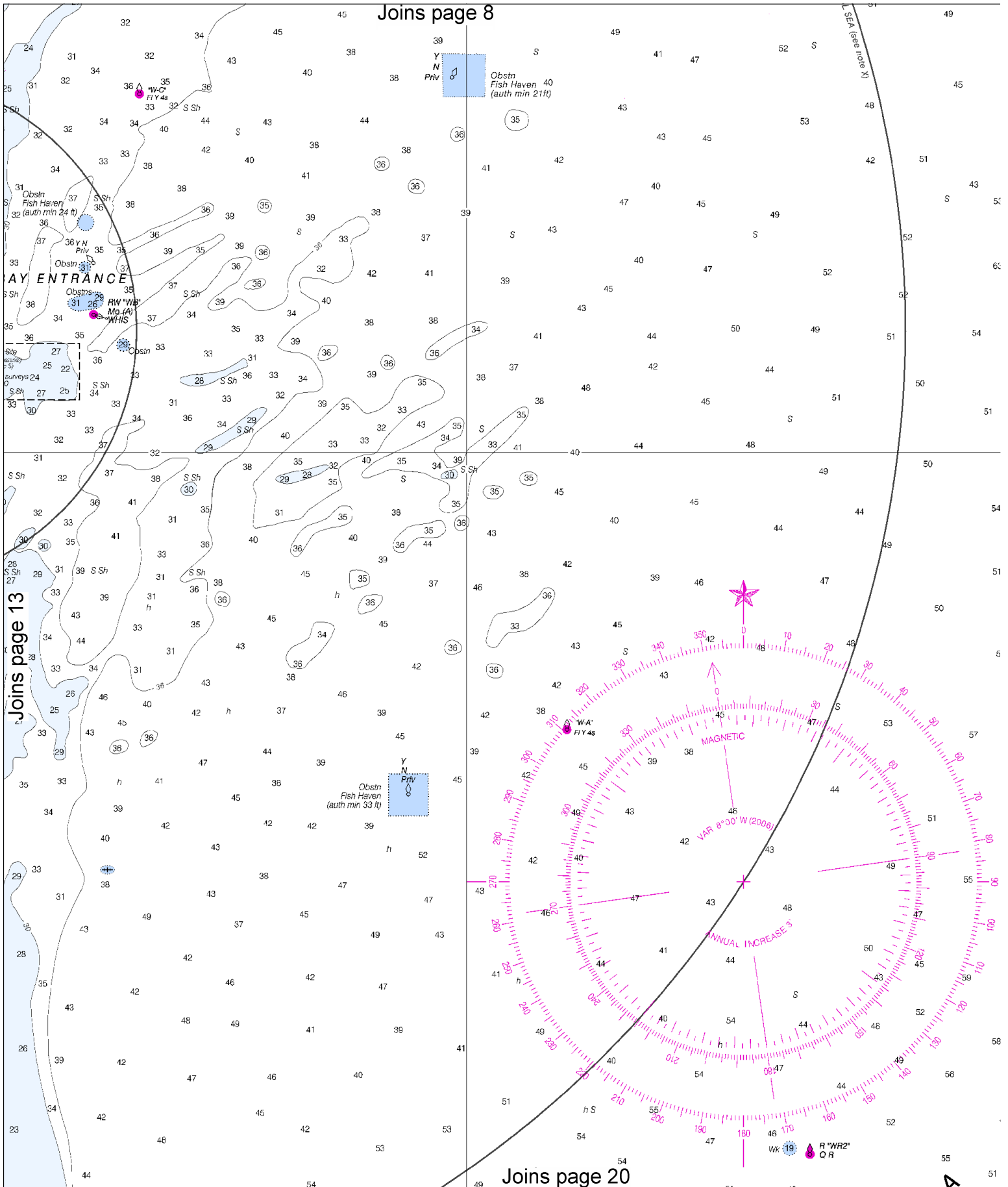
Printed at reduced scale.

SCALE 1:80,000

See Note on page 5.







Joins page 13

Joins page 20

14



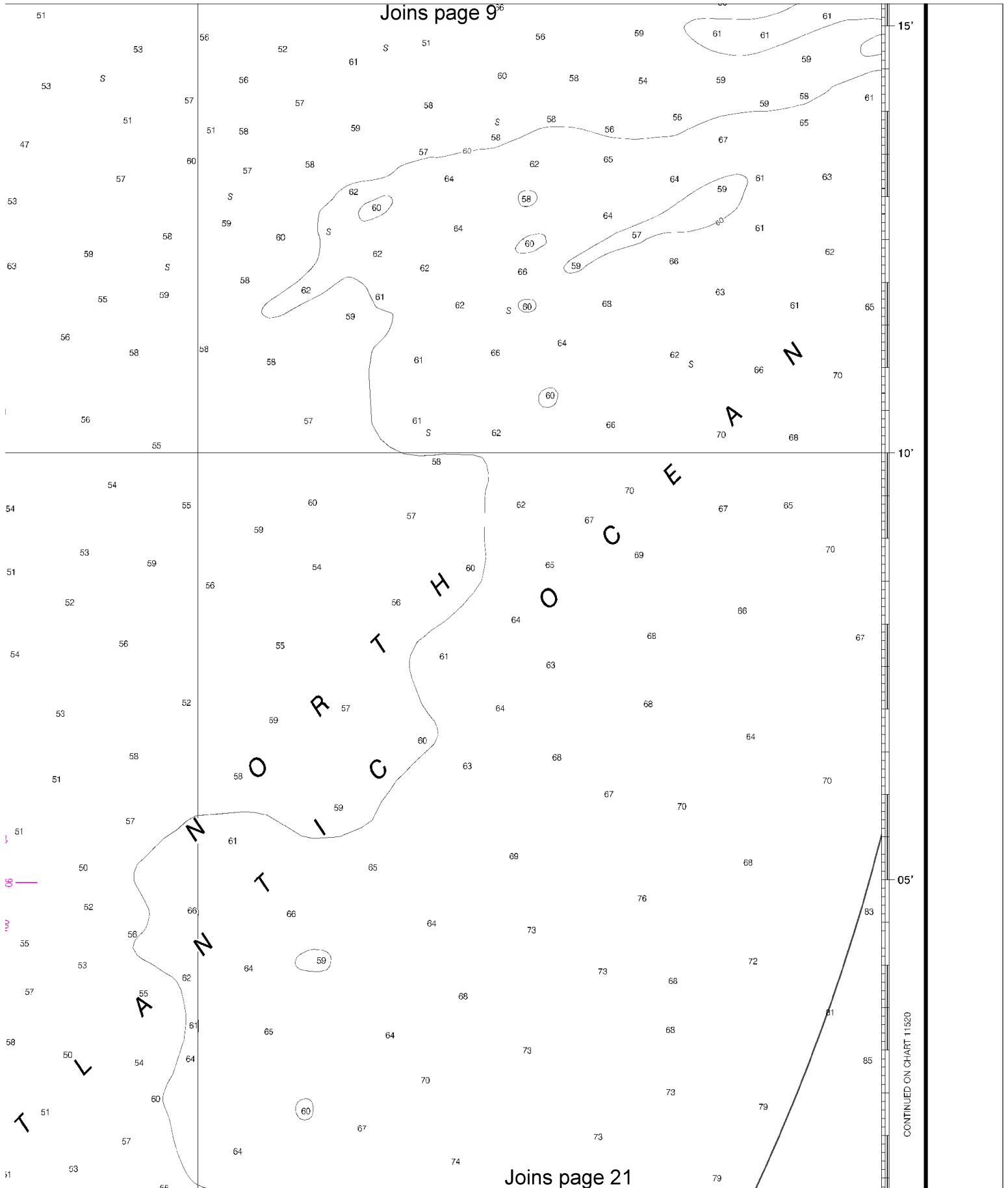
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See Note on page 5.

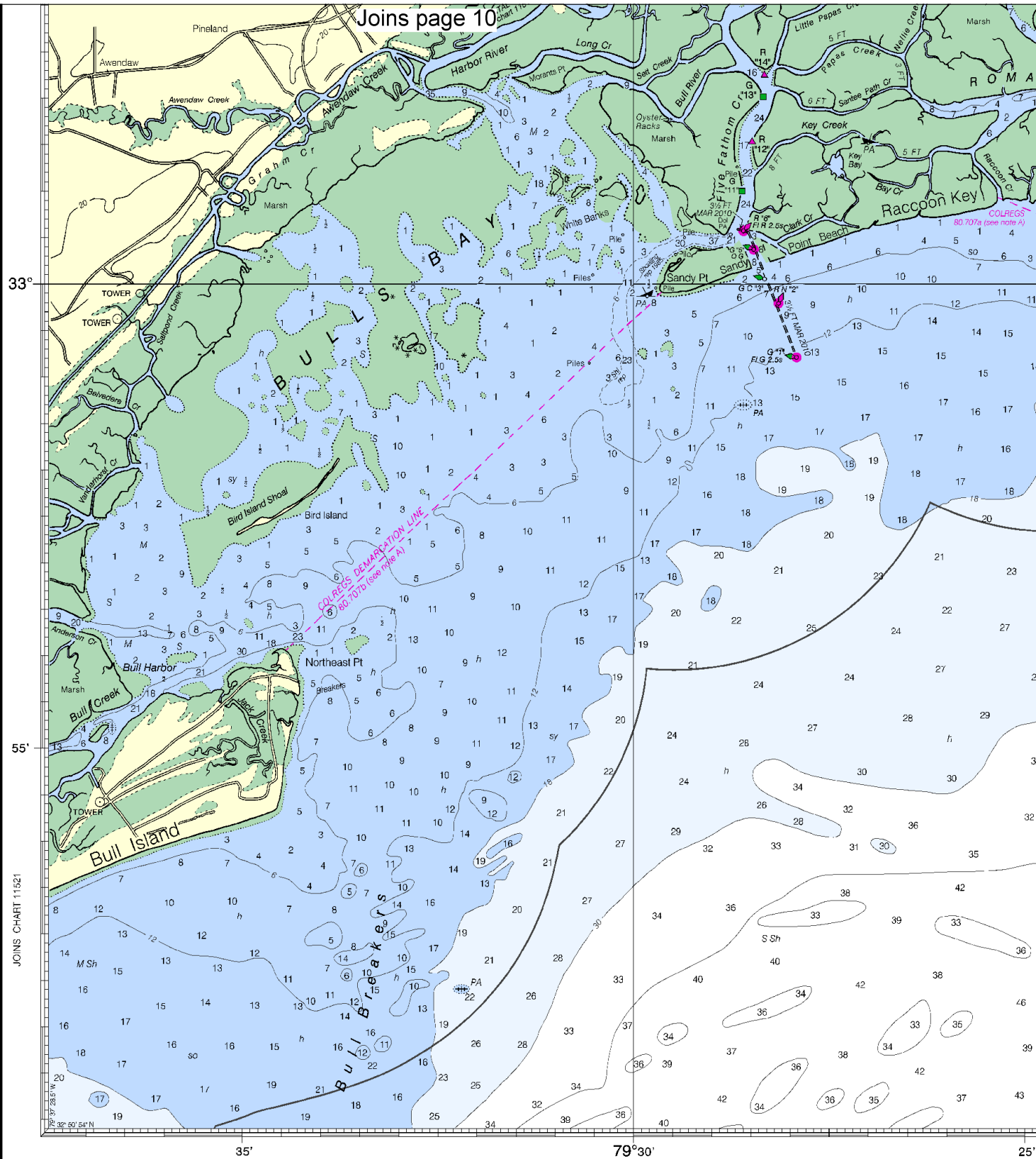


Joins page 9³⁶



Joins page 21

CONTINUED ON CHART 11520



22nd Ed., Apr./06 ■ Corrected through NM Apr. 01/06
Corrected through LNM Mar. 28/06

11531

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

This nautical chart has been designed to promote safe n Ocean Service encourages users to submit corrections, add improving this chart to the Chief, Marine Chart Division (N Service, NOAA, Silver Spring, Maryland 20910-3282.

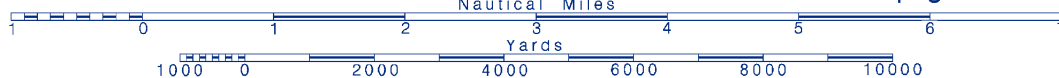
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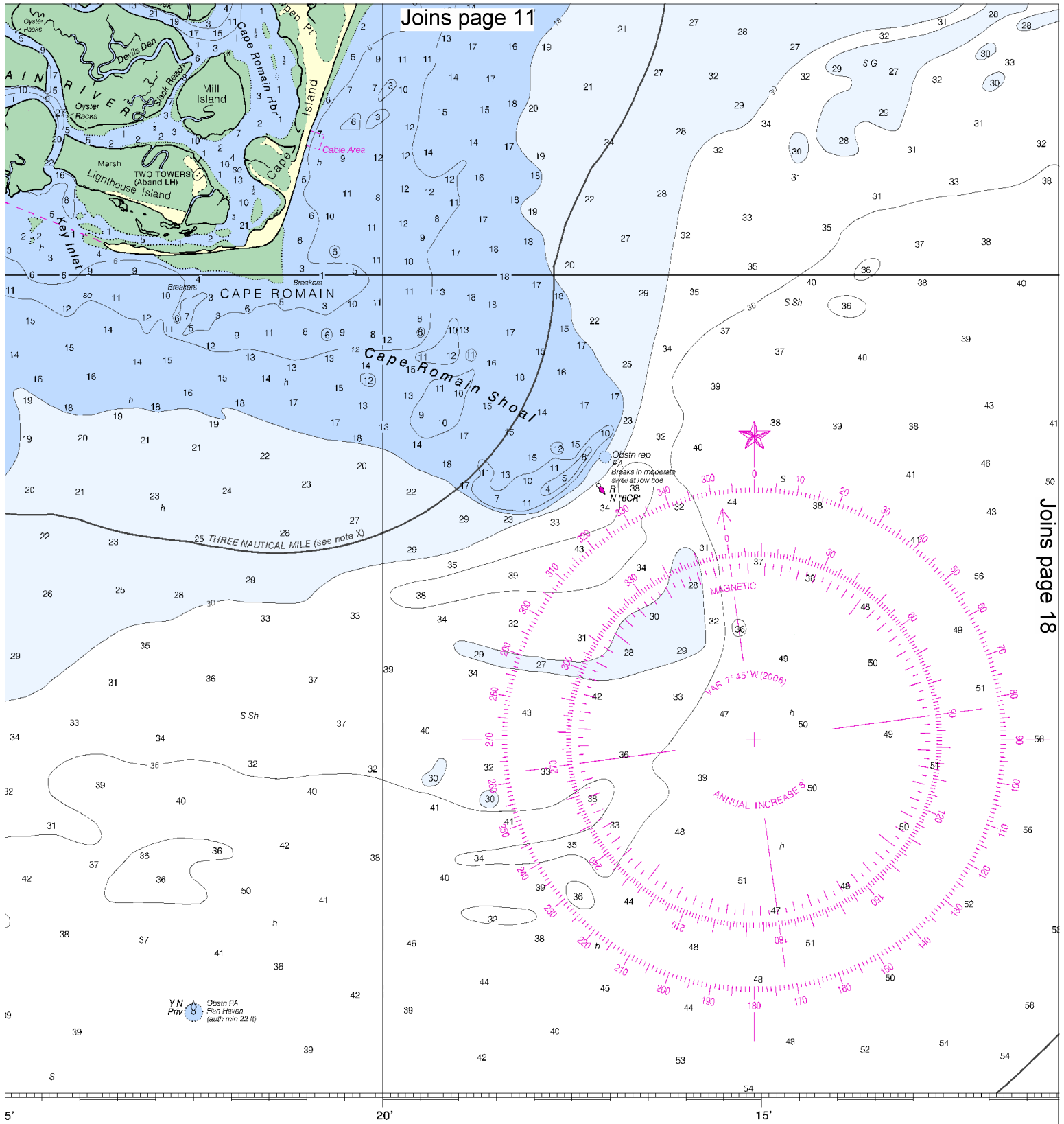


Printed at reduced scale.

SCALE 1:80,000

See Note on page 5.





Navigation. The National
Editions, or comments for
(N/CS2), National Ocean

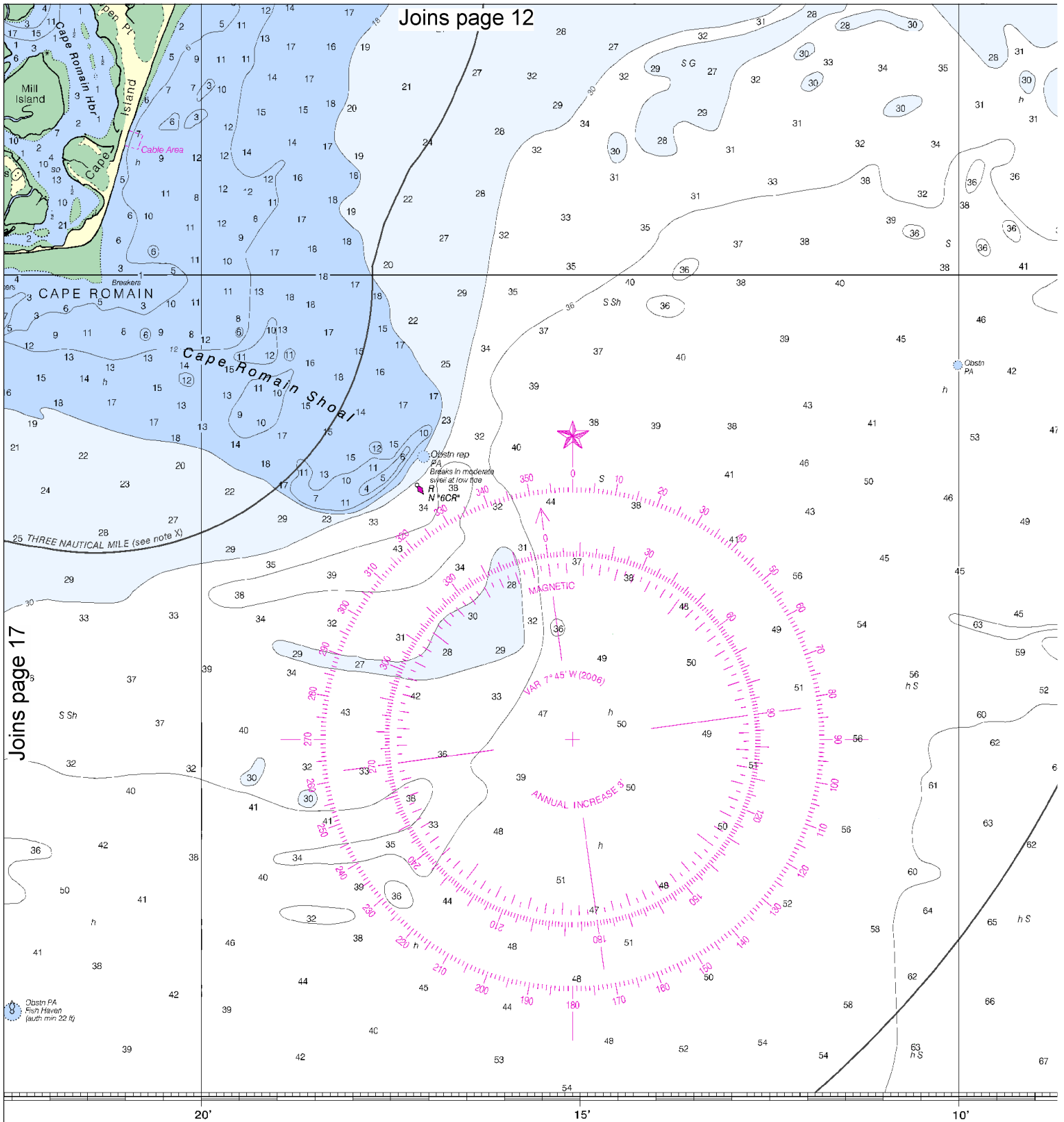
PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

U.S.
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE

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Joins page 17



PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before the release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

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NATIONAL OCEAN SERVICE
COAST SURVEY

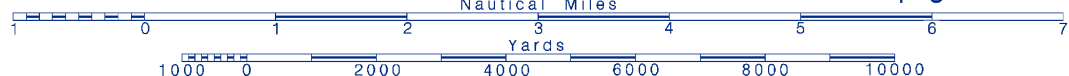
18

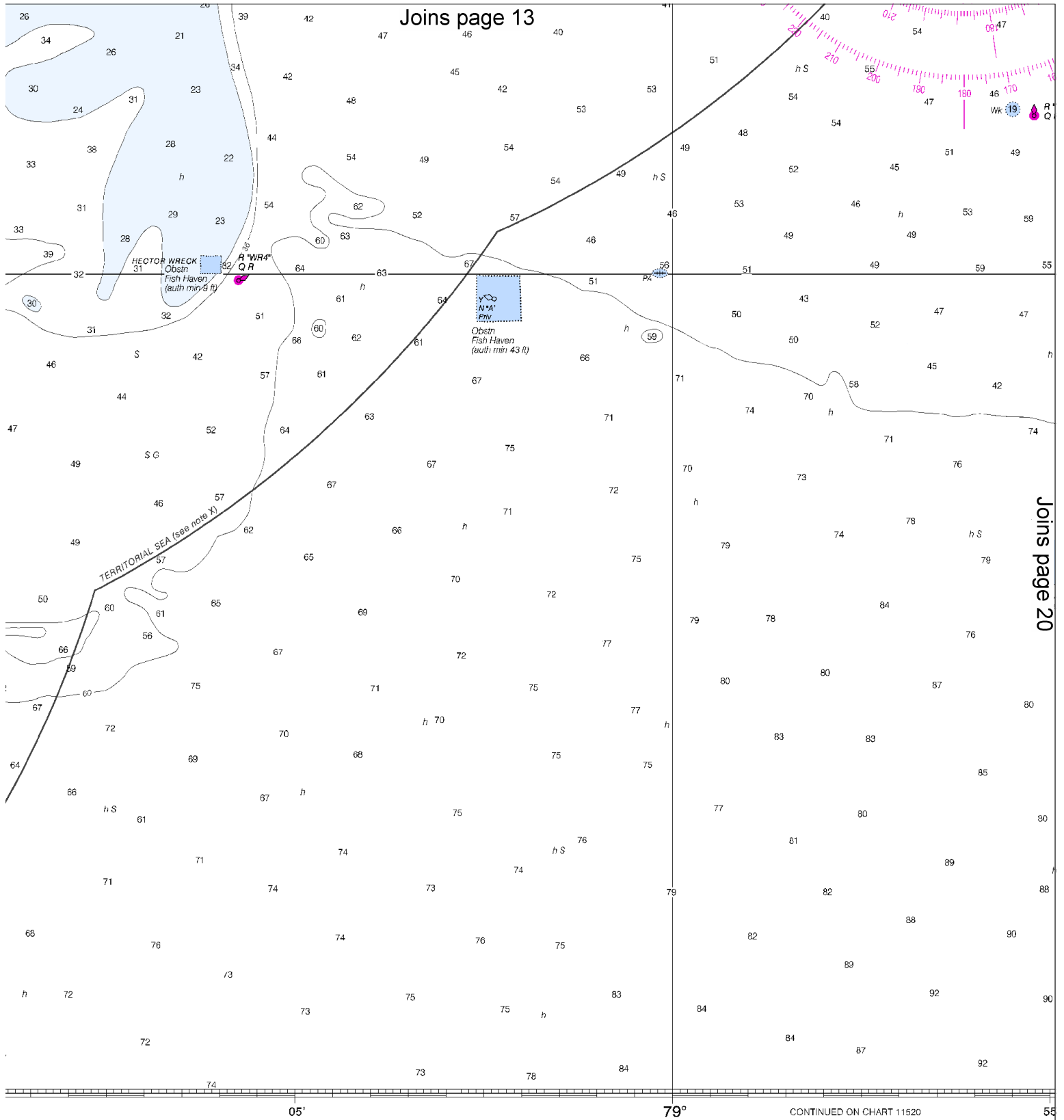


Printed at reduced scale.

SCALE 1:80,000

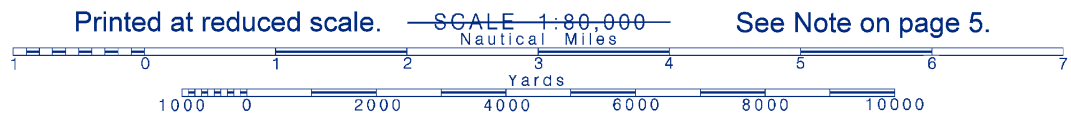
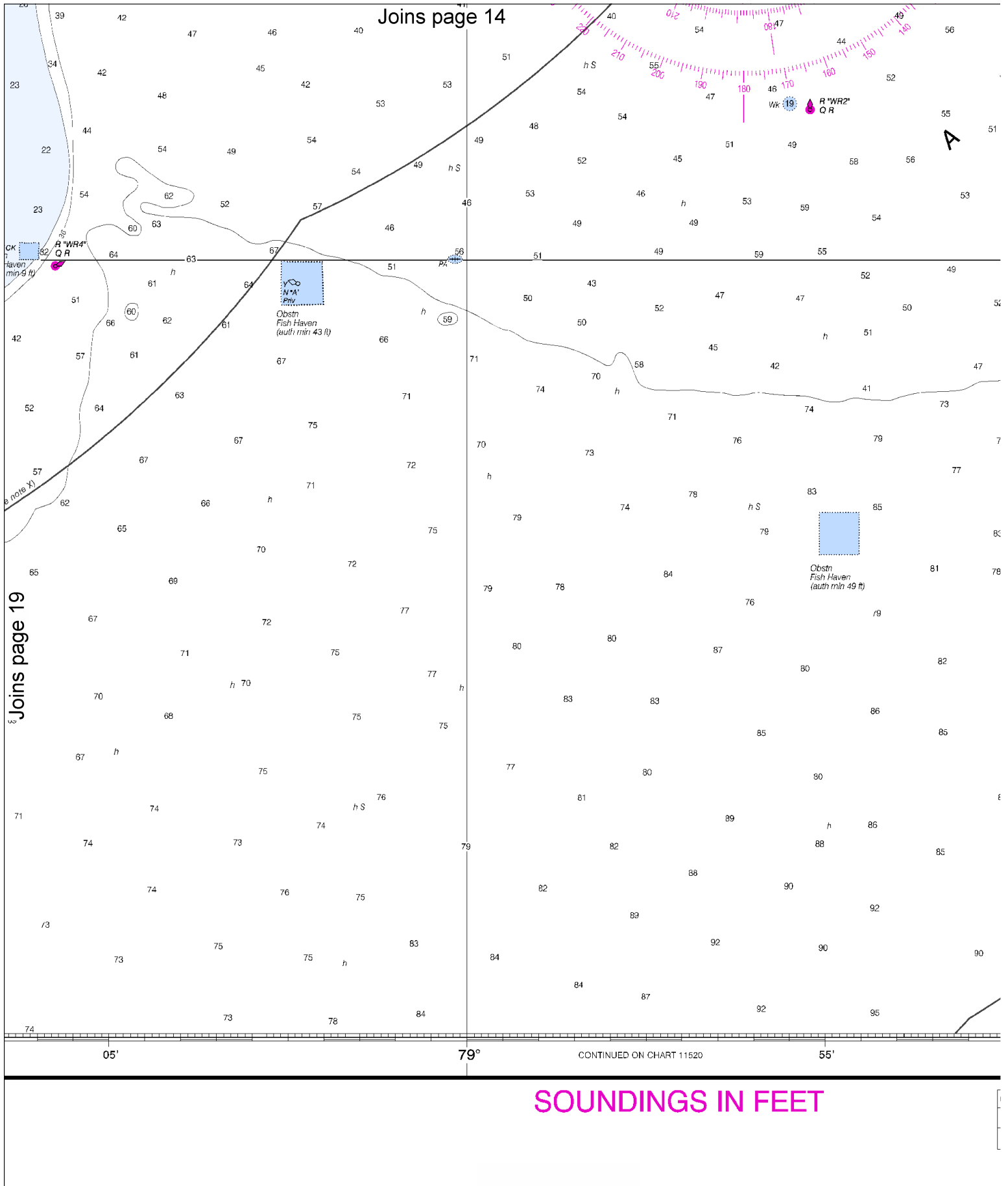
See Note on page 5.

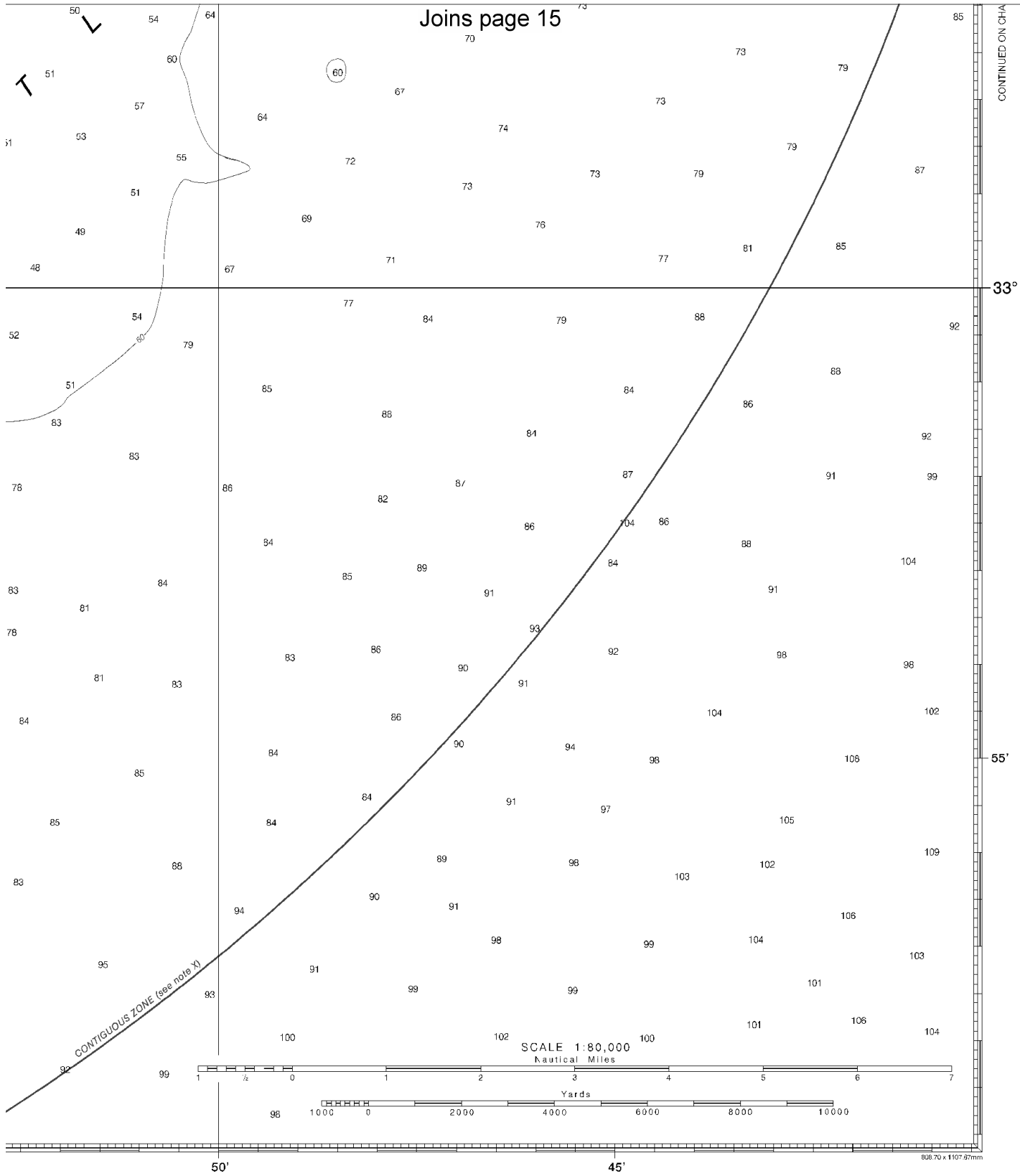




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SOUNDINGS IN FEET





FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FFFT	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
MPFRS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Winyah Bay to Bulls Bay
SOUNDINGS IN FEET - SCALE 1:80,000

11531



ED NO. 22

NSN 7642014010166
NGA REFERENCE NO. 11AHA11531

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Georgetown – 843-546-2052/2321/2742

Coast Guard Charleston – 843-724-7616

Coast Guard Atlantic Area Cmd – 757-398-6390

SC Dept. of Natural Resources – 800-922-5431

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S., including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.